



**IDAHO TRANSPORTATION DEPARTMENT**

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August 22, 2008

Peter Hartman, Division Administrator  
Federal Highway Administration  
3050 Lake Harbor Lane, Suite 126  
Boise, Idaho 83703-6217

Richard F. Krochalis, Regional Administrator  
Federal Transit Administration  
Federal Building, Suite 3142  
915 Second Avenue  
Seattle, Washington 98171

Attn: Scott Frey

Attn: Ned Conroy

Re: Submittal of the SAFETEA-LU compliant Lewis Clark Valley Metropolitan Planning Organization (LCVMPO) FY 2008-2010 Transportation Improvement Program (TIP)

Dear Mr. Hartman and Mr. Krochalis:

Enclosed for your information is the Fiscal Year 2008 Transportation Improvement Programs (TIP) for LCVMPO. With the completion of recent amendments to the LCVMPO's long range transportation plan and TIP, the TIP is now SAFETEA-LU compliant. The amended TIP also includes KN 11516, Lewiston Partnership project recently amended into the FY 2008 STIP. Projects in the LCVMPO TIP are shown in the approved FY 2008 Statewide Transportation Improvement Program.

If you have any questions please don't hesitate to contact me.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Patricia B. Raino', is written over a horizontal line.

Patricia B. Raino  
Intermodal Planning Manager

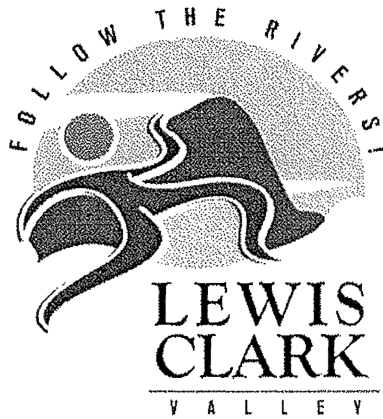
Enclosure

cc:  
Steve Watson, Executive Director, LCVMPO

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# 2008-2011 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Lewis Clark Valley Metropolitan  
Planning Organization



Prepared for the  
Lewis Clark Valley Metropolitan Planning Organization

*On the Road to the Future*

Prepared by Steven M Watson, AICP, Director

Adopted by the Policy Board August 13, 2008

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## **ADDENDUM**

Washington Project Detail Sheets

## **MPO MEMBERSHIP**

City of Asotin, Washington  
*Jim Miller*  
City of Clarkston, Washington  
*Kathleen Warren*  
City of Lewiston, Idaho  
*John Currin, Garry Bush, Barbara Davis*  
Asotin County, Washington  
*Doug Mattoon, Joel Ristau*  
Nez Perce County, Idaho  
*J R Van Tassel*

## **EX-OFFICIO MEMBERSHIP**

Port of Lewiston, Idaho  
Port of Clarkston, Washington  
Nez Perce County Regional Airport  
Regional Public Transit, Inc. (d/b/a Valley Transit)  
Nez Perce Tribe  
Washington State Department of Transportation  
Idaho Transportation Department  
Palouse RTPPO



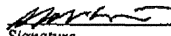


METROPOLITAN PLANNING AREA  
SELF-CERTIFICATION

In accordance with 23 CFR Part 450, §450.334, the Washington State Department of Transportation (WSDOT) and the Lewis Clark Valley Metropolitan Planning Organization (MPO) for the Lewiston Idaho-Washington UZA Metropolitan Planning Area (MPA), hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

MPO

  
Signature

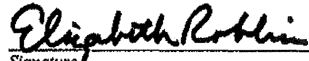
Steven M Watson  
Steven M Watson

Director  
Title

\_\_\_\_\_  
Date

Revised August 28, 2007

WSDOT

  
Signature

Elizabeth A Robbins  
Printed Name

Manager, Trans. Planning Office  
Title

\_\_\_\_\_  
Date

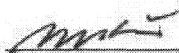
**METROPOLITAN TRANSPORTATION PLANNING PROCESS**  
**SELF CERTIFICATION**


The Idaho Department of Transportation and the Lewis Clark Valley Metropolitan Planning Organization on behalf of the cities and counties within the urbanized area, hereby certify that the transportation planning process is addressing the major issues in the designated metropolitan planning area and is being conducted in accordance with all applicable requirements of:

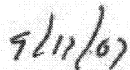
1. 49 USC Section 5303, 23 USC 134, and 23 CFR part 450.220;
2. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each state under 23 USC 324 and 29 USC 794;
3. Section 110(b) of SAFETEA-LU (Pub. L. 109-59) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded project (Sec. 105(f), Pub. L. 97-424, 96 Stat 2100, 49 CFR part 23);
4. The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the USDOT implementing regulation;
5. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities;
6. Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 USC 7504, 7506 (c) and (d)). (Note – only for metropolitan planning organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);
7. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities related to federal financial assistance.


Lewis Clark Valley Metropolitan Planning  
Organization

Idaho Transportation Department

  
Steven M Watson, AICP  
Director

  
Matt Moore, Administrator  
Transportation Planning Division

  
Date

  
Date

## **LEWIS CLARK VALLEY METROPOLITAN PLANNING ORGANIZATION**

The Lewis Clark Valley Metropolitan Planning Organization (LCVMPO) is the state certified Metropolitan Planning Organization for the Lewis Clark valley. The metropolitan area is comprised of the cities of Asotin and Clarkston, Washington, Asotin County, Washington, the city of Lewiston, Idaho, and Nez Perce County, Idaho. A memorandum of understanding between the member agencies and states defines the responsibilities for cooperatively carrying out transportation planning and programming in the metropolitan area. Planning responsibilities of the LCVMPO are further defined in the Unified Planning Work Program (UPWP) and the MPO certification documentation.

The Lewis Clark Valley Metropolitan Planning Organization fulfills its MPO responsibility through the leadership of the Policy Board and the efforts of the Technical Advisory Committee. The mission is a continuous, cooperative, and comprehensive planning process that results in regional multi-modal transportation plans and programs that anticipate the social, economic, and environmental needs of the metropolitan area. Major products of this process are the Long-Range Transportation Plan, the Transportation Improvement Program (TIP), the Unified Planning Work Program, (UPWP), and special planning and research studies. The LCVMPO participates with the Palouse Regional Transportation Planning Organization (RTPO) on planning efforts of a regional nature.

The Technical Advisory Committee (TAC) is comprised of engineers and planners representing local jurisdiction, the transit contractor, Washington State Department of Transportation (WSDOT), Idaho Transportation Department (ITD), the Port districts, and the Palouse RTPO. The TAC provides staff level input to projects being undertaken by the MPO. The Policy Board is comprised primarily of elected officials from the member organizations. The Board provides policy review and guidance to activities and projects that will require adoption by other organizations. This forum provides coordination and consensus prior to the adoption of work program products.

## **INTRODUCTION**

The Lewis Clark Valley Metropolitan Planning Organization (LCVMPO) is a newly designated MPO, developed its first ever Long Range Transportation Plan with this being its first internally developed Transportation Improvement Program (TIP) and Financial Plan. The LCVMPO is a bi-state MPO that includes the city of Lewiston, ID, the cities of Clarkston and Asotin, WA, as well as portions of Nez Perce County Idaho, and Asotin County Washington.

The 2008 Transportation Improvement Program (TIP) is the culmination of various transportation planning activities undertaken by the MPO as well as individual jurisdictions in the metropolitan area, including WSDOT and the Public Transit Benefit Area (PTBA). The 2008 TIP fulfills state and federal requirements for having coordinated and reviewed prospective transportation projects for consistency with local and regional goals and finds the projects within this document to be beneficial to the growth and livelihood of the metropolitan area. Adoption and approval of this program permits the individual projects to compete for federal and state funding. Projects with secured funding are sent to WSDOT for inclusion into the Statewide Transportation Improvement Program (STIP), allowing for the obligation of these secured funds.

Generally, all projects using state or federal funds require inclusion into this document. Safety projects and overlays, which do not affect the capacity or capability of the roadway are not required to be shown in the TIP but will be included to reflect the entire program.

## **DEVELOPMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM**

The Lewis Clark Valley Metropolitan Planning Organization, as the designated MPO for the metropolitan area, will annually compile the TIP in accordance with applicable guidelines. The 2008-2011 submittal is the first one developed by the MPO since designation. During TIP development the MPO consults with local and state officials, transit agencies, and other agencies which may affect transportation activities. Public input is afforded at the agency level via the council or board meeting process. A broad range of expertise and background ensures projects contained in the TIP are consistent with the comprehensive planned development of the area as defined in the long-range transportation plan.

## **REGIONAL TRANSPORTATION PLAN GOALS AND POLICIES**

The region's first-ever long-range transportation plan was adopted by the Policy Board on November 14, 2006. It is currently undergoing a technical update to bring it fully into compliance with SAFETEA-LU.

## **Goals:**

Based on the community engagement process and technical analysis conducted for the Long-Range Transportation Plan (LRTP), the overall goals and supporting objectives were developed to guide the plan. The goals demonstrate the MPO's commitment to working toward an effective and quality regional transportation system. In order to meet this commitment and attain the goals, the MPO identified specific policies and objectives for the plan.

- 1) Improve safety for motorists, cyclists, and pedestrians.**
- 2) Increase public transit in support of mobility needs in the metropolitan area.**
- 3) Improve facilities and connectivity for bicycles and pedestrians.**
- 4) Maximize efficiency in the existing transportation network through system and demand management techniques.**
- 5) Provide roadway connectivity for improved traffic dispersion and decreased congestion hot spots.**
- 6) Establish land-use policies that foster compact urban development patterns creating greater efficiencies for providing mobility options.**
- 7) Promote transportation efficiencies to maximize economic development potential within the MPO area.**
- 8) Ensure efficient and safe movements of goods and services through the LCVMPPO planning area.**

## **Policies:**

### **1. THE PLANNING PROCESS**

*It is the policy of the LCVMPPO to provide a planning process that is both open to public input in the preparation of plans and programs and is consistent with the 7 planning factors required under TEA-21 and the fourteen categories required under SAFETEA-LU.*

### **2. LAND USE AND THE DESIGN OF PROJECTS**

*It is the policy of the LCVMPPO to complement the land use recommendations as set forth in the Comprehensive Plans for Asotin County, Nez Perce County, and the cities of Asotin, Clarkston, and Lewiston in order to preserve and enhance the function of existing transportation facilities and to maintain consistency with said plans.*

### **3. TRANSPORTATION NETWORK SAFETY**

*It is the policy of the LCVMPPO to strive for a transportation system that is safe for motorists, pedestrians, and bicyclists.*

### **4. TRANSPORTATION SYSTEM SECURITY**

*It is the policy of the LCVMPPO to strive for a transportation system that is secure for the traveling public and freight movement.*

### **5. TRANSIT SERVICE**

*It is the policy of the LCVMPPO to support increased and accessible transit service for the metropolitan area.*

**6. TRANSPORTATION MOBILITY**

*It is the policy of the LCVMPPO to provide a regional transportation system that maximizes the mobility of area residents.*

**7. ACCEPTABLE LEVELS OF SERVICE**

*It is the policy of the LCVMPPO to ensure that the transportation system operates at an acceptable level of service to accommodate the travel needs of residents and businesses.*

**8. ENVIRONMENTAL PROTECTION**

*It is the policy of the LCVMPPO to limit and mitigate adverse environmental impacts associated with traffic and transportation system development.*

**9. BICYCLE / PEDESTRIAN TRANSPORTATION ENHANCEMENT ACTIVITIES**

*It is the policy of the LCVMPPO to provide opportunities for the safe and efficient use of pedestrian and bicycle facilities as an alternative to motorized travel and encourage appropriate transportation enhancement activities.*

**10. PUBLIC PARTICIPATION PLAN**

*It is the policy of the LCVMPPO to provide an equal and reasonable opportunity for all persons to comment relative to the content included in the Long Range Transportation Plan.*

**11. OPERATIONAL AND MANAGEMENT STRATEGIES**

*It is the policy of the LCVMPPO to institute strategies that aim to improve the performance of the existing transportation system, relieve traffic congestion, and enhance the safety and mobility of people and goods.*

**12. PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN**

*It is the policy of the LCVMPPO to facilitate the implementation of a transportation plan that meets the needs of the elderly and disabled, promotes greater job access and ease of commute, and the ideals of New Freedom.*

**13. FUNCTIONAL CLASSIFICATION SYSTEM**

*It is the policy of the LCVMPPO to ensure the roadway system is designed and operates efficiently through the use of a roadway functional classification system.*



**Table 1: 2008-2011 MPO TIP Projects – Policies Relationship**

Secured (funded) federal-aid, state, and locally funded projects from the 2008-2011 MPO TIP are shown in the following table. A matrix of the above thirteen policies indicates which MPO TIP projects positively effect individual policies. These positive effects are indicated with an "\*". Only those policies that have a strong correlation with the project are marked.

<b>2008 – 2011 MPO TIP PROJECTS POLICIES RELATIONSHIP</b>													
Projects	Regional Transportation Plan Policies												
	1	2	3	4	5	6	7	8	9	10	11	12	13
<b>Asotin County</b>													
Fleshman Way/SR 129 Interchange			*			*	*				*		
Highland Avenue			*			*							
Scenic Way Pedestrian/Bicycle Project			*						*				
Evans Road MP 0.00 to MP 1.03						*					*		
Misc. County Road & Safety Enhancement Projects			*						*				
Public Transportation (5307)					*	*							
Public Transportation (5309)					*								
<b>City of Clarkston</b>													
South 8 <sup>th</sup> Street Highland Ave to City Limit			*			*					*		
8 <sup>th</sup> Street from Sycamore St to Libby St			*			*					*		
Libby Street project from 6 <sup>th</sup> St to 13 <sup>th</sup> St			*			*					*		
12 <sup>th</sup> Street from Bridge Street to Chestnut Street			*			*					*		
<b>City of Asotin</b>													
Second Street from Baumeister to Fillmore			*								*		
2 <sup>nd</sup> Half of Second Street from Fillmore to Washington			*								*		
First Street from Harding to Appleford			*								*		
Baumeister to Washington SR 129			*								*		
4 <sup>th</sup> Street Harding to Wilson			*								*		
Memorial Bridge Restoration			*			*					*		
2 <sup>nd</sup> Street Washington to Harding			*										
<b>WSDOT – South Central</b>													
SR129/Asotin Vicinity - paving											*		
US 12/Alpowa Creek to Clarkston - Paving											*		
<b>Lewiston Transit Projects</b>					*	*	*						



### **AIR QUALITY CERTIFICATION STATEMENT**

No part of the Lewis Clark Valley is in non-attainment status for any air quality pollutants.

## **FINANCIAL PLAN**

The SAFETEA-LU requires that regional transportation plans be fiscally sound and that the project listing found within it is actually reasonably fundable with foreseeable transportation funding over the life of the plan document. In order to actually use the planning document as a goals and future vision document, and the TIP as a staging area for projects to be funded and constructed, the ISTEA legislation required that projects identified in the regional Long Range Transportation Plan for the MPO must be developed with financial constraint with the project costs in line with reasonably foreseeable project funding.

Due to the complexity of this urban area, there are many funding sources. Categories like roadway, transit, enhancement, and school trip safety show up on both sides of the state line. Other funding categories are specific by state; for example, Idaho is the only state in the metropolitan area that has an airport, so FAA funding is only applicable on the Idaho side. Also, Idaho has chosen to distribute certain federal transit dollars based on formula for metropolitan areas, where they are more discretionary allocations on the Washington side. Conversely, in Washington they have a competitive distribution of State transportation dollars through their Transportation Improvement Board (TIB). These funds must be applied for by the various jurisdictions, and there is no guarantee they will compete for the funds effectively.

### **Funding Categories**

There are thirteen distinct funding categories that will finance transportation in the Lewis Clark Valley. Each of these larger categories may have sub components that make up the entire financial picture for the category. The funding categories are outlined below.

- Roadway Funding (Idaho and Washington): For each state, the MPO is divided into distinct sub components, and from there funds are designated for: (1) the National Highway System, (2) State Transportation Funds, and (3) urban areas. There is also additional funding available for urban areas of cities and counties. A certain percentage of these funds must be matched by local contribution.
- Enhancement funding (Idaho and Washington): This funding is typically used for walking and bicycling pathways.
- School Trip Safety (Idaho and Washington): This funding is a new funding category under the current highway bill, SAFETEA-LU. These dollars will be used to improve transportation safety of school aged children to and from school.
- Transit (Idaho and Washington): Both Idaho and Washington get federal tax dollars to fund transit programs, but a certain percentage of all

federal funds must be matched by local contribution. Also both states have mechanisms to get funding from state and local sources.

- Safety (Idaho): The ITD office of Highway Safety gives out specific grants to local communities to help improve safety through improvements to the roadway network.
- CMAQ (Idaho): Congestion Mitigation and Air Quality (CMAQ) funds are used to eliminate congestion and improve air quality.
- Aviation Funding (Idaho): The majority of Aviation funding coming into the LCVMPPO area is on the Idaho side, since the Lewiston Nez Perce County Regional Airport serves the entire metro area, and is located in Idaho.
- Hazard Elimination (Washington): The State of Washington disperses funds specifically for the improvement of unsafe roadway situations.
- MPO Planning Funds: These funds are used to ensure the Coordinated, Comprehensive, and Continuous (3C) Planning Process for transportation in the Lewis Clark valley.

### **Potential Funding Sources**

The LCVMPPO is a new organization. Therefore there will be a new way to allocate transportation project development dollars within the urbanized area. In order to develop estimates of funding that could be available for the MPO to allocate to projects, several sources were queried. First, for the Idaho side in roadways we developed a ten year average for funds coming into the metropolitan area. This includes the funding categories identified in Table \*\*: State highway funding, urban dollars, discretionary, earmarks, and local match. This 10 year average is then multiplied by 25 to get a straight 25 year total for projects. All calculations are in 2005 dollars, due to the difficulty of estimating the increases in funding and costs of project materials over time. Thus it is assumed that funding and project cost increases over time will escalate at roughly the same percentage.

Project costs were developed from several sources. They include the municipalities, counties, states and HDR estimates. HDR estimates are based on rough costs per lane mile for construction, or based on other valley intersection improvements where cost estimates existed for other intersections.

Enhancement Funds were estimated based on the ten year average for these funds in the area, as well as funding priorities within LCVMPPO, and their success in applying for enhancement dollars since becoming an MPO.

Safety and CMAQ funds are based on the ten year average for these types of funds on the Idaho side.

Washington roadway funding figures are based on discussions with both Washington State DOT staff and the Asotin County Engineer. These amounts are based upon historic levels of funding coming into the area, the amount of dollars each jurisdiction can contribute to local match, and the success this area has had in applying for and receiving TIB money. The higher balance of State Highway System funding coming into the Washington side is reflective of a greater resource base for roadway dollars in the state with the appreciably larger statewide population base. Even with this greater amount of funding, the Washington part of the MPO has a shortfall approaching \$7 million. It is assumed this deficit will result in the elimination of some Washington State DOT identified projects along State Highway 129, or that the State DOT will make up the difference in the metropolitan area to develop the projects identified in the State Highway Plan.

Enhancement funds on the Washington side are more competitive for smaller metropolitan areas, and as such we have another deficit in funding of approximately \$1.2 million.

HES Funding on the Washington Side was estimated based on a discussion with the Asotin County Engineer, and is based on an average amount of funding coming into the metropolitan area over time.

Since the MPO is new, transit funds are based upon current allocations. Even though The Lewis Clark Valley has had transit services prior to becoming an MPO the funding source and the amount of funding available were different. In addition, some of these sources of funding are no longer available because they were for rural transit services, for which the LCVMPPO no longer qualifies. The designation of Metropolitan requires a change in transit service and funding. Thus, while the amounts are based upon the level of funding currently received in the valley for Federal Transit operations and capital funding, the actual funding received should vary from what is presented here. As is discussed in more detail in the transportation plan, transit in Idaho needs to find a funding source to keep up with demand.

The Washington side has passed a 0.2 cent sales tax increase in Asotin County that is used to generate matching funds for transit. So where the Idaho side is currently struggling for funding to match the federal dollars and meet current service needs, the Washington side of the MPO is expanding services and has the funding they need to provide the local matching dollars. Finally, the MPO has funds for studies and plans to ensure that transportation needs are being met throughout the MPO.

The following table looks at all projects identified in all alternatives identified in the long-range transportation plan. The MPO is in the process of updating financial projections and project costs, using an inflation rate to determine potential cost increases and revenue decreases over the life of the plan. Those findings will be used in recommending changes to project funding

strategies. Based on current information, it is possible for the MPO to fund all project needs identified by the LRTP. The total estimates the amount of funding coming into the urban area over the next 25 years. The Base Project line is the total of all projects for this funding category that are the minimum that should be constructed over the next 25 years. The remainder is the projected funding minus the base project costs. The "other projects" line is the sum of all other projects that this funding category should be funding over the next 25 years. The balance shows whether we are anticipating a surplus or a deficit. Surpluses most likely will be used for additional projects as they are identified over time; conversely, funding may fall short of what has been anticipated, or project delivery costs may increase beyond the projected amounts. In deficit situations, there are projects that can be removed, if additional funding cannot be found. None of the current funding deficits are substantial enough to be considered insurmountable; it was the recommendation of the long-range transportation plan that the base projects be the highest priority in the MPO area, in that they will satisfy mobility needs without need for identification of additional funding sources.

**Table 2: Funding Programs**

<b>1</b>	<b>ROADWAY—Idaho</b>	<b>Average of previous 10 year period</b>	<b>Cumulative Forecast 2030</b>
	Program		
	SHS--Includes Idaho		
	Earmarks	\$2,200,000	\$55,000,000
	Urban	\$600,000	\$15,000,000
	Discretionary	\$450,000	\$11,250,000
	Local Contribution and Match	\$400,000	\$10,000,000
	Total	\$3,650,000	\$91,250,000
	Base Projects		\$43,164,000
	Remainder		\$48,086,000
	Other Projects		\$58,680,000
	<b>Balance</b>		<b>(\$10,594,000)</b>
<b>2</b>	<b>Enhancement (Idaho)</b>	<b>\$200,000</b>	<b>\$5,000,000</b>
	Projects		\$1,809,000
	<b>Balance</b>		<b>\$3,191,000</b>
<b>3</b>	<b>Safety (Idaho)</b>	<b>\$100,000</b>	<b>\$2,500,000</b>
<b>4</b>	<b>CMAQ (Idaho)</b>	<b>\$30,000</b>	<b>\$750,000</b>

<b>5</b>	<b>ROADWAY--Washington</b>		
	SHS--Includes		
	Washington Earmarks	\$2,500,000	\$62,500,000
	Urban	\$300,000	\$7,500,000
	Discretionary	\$150,000	\$3,750,000
	TIB	\$150,000	\$3,750,000
	City and County Match	\$250,000	\$6,250,000
	Total	\$3,350,000	\$83,750,000
	Base Projects		\$13,059,000
	Remainder		\$70,691,000
	Other Projects		\$81,611,000
	<b>Balance</b>		<b>(\$10,920,000)</b>

<b>6</b>	<b>Enhancement (Washington)</b>	<b>\$50,000</b>	<b>\$1,250,000</b>
	Projects		\$2,500,000
	<b>Balance</b>		<b>(\$1,250,000)</b>

<b>7</b>	<b>HES Funding (Washington)</b>	<b>\$25,000</b>	<b>\$625,000</b>
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<b>8</b>	<b>TRANSIT--Idaho</b>		
	Federal Apportionment	\$339,000	\$8,475,000
	Local Match	\$133,000	\$3,325,000
	JARC (Job Access Reverse Commute)	\$27,000	\$675,000
	New Freedom	\$13,500	\$337,500
	25 year total		\$12,812,500
	25 year total without match source		\$6,950,000
	Federal funds not matched 25 yrs.		\$5,862,500
	New Capital and Operations		\$16,869,000
	<b>Balance</b>		<b>(\$9,919,000)</b>

<b>9</b>	<b>Transit--Washington</b>		
	Federal Apportionment	\$196,000	\$4,900,000
	Local Match--Dedicated	\$390,000	\$9,750,000

Source		
Total		\$14,650,000
New Capital and Operations		\$5,411,000
<b>Balance</b>		<b>\$9,239,000</b>

<b>10</b>	Aviation		
	Federal Funds	\$2,500,000	\$62,500,000
	State Funds	\$22,000	\$550,000
	Local Match	\$68,000	\$1,700,000
			\$64,750,000

<b>11</b>	Idaho School Trip Safety Funds	\$20,000	\$500,000
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<b>12</b>	Washington School Trip Safety Funds	\$20,000	\$500,000
	Projects		\$1,275,000
	<b>Balance</b>		<b>(\$775,000)</b>

<b>13</b>	MPO Planning funds	\$75,000	\$1,875,000
	Base Projects		\$995,000
	Remainder		\$880,000
	Other Projects		\$45,000
	<b>Balance</b>		<b>\$835,000</b>

## Transit Funding

### Current Funding Sources

As a Federal Transit Administration (FTA) recognized small urban area with a population between 50,000 and 200,000, the urbanized areas in Nez Perce and Asotin counties are eligible for Section 5307 funds. These funds are available for operating and capital expenses. Local matches are required (50% for operating and 20% for capital) to access these funds. Fare revenue does not count toward the match, but instead is used to reduce expenses. Funds are appropriated to the recognized metropolitan area through the appropriate state. The Lewiston UZA funds are allocated to Washington and Idaho based population distributions. For FY05, Lewiston received 63 percent, or \$335,000, of the \$530,000 available for the metropolitan area. The recent reauthorization of the SAFETEA-LU transportation bill provides for moderate growth in 5307 funding levels as seen in Table 3.

**Table 3: Growth in Transit Funding**

	FY05	FY06	FY07	FY08	FY09
Apportionment	\$530,007	\$540,842	\$562,643	\$610,165	\$649,005
Annual Growth		2.0%	4.0%	8.4%	6.4%

Source: FTA SAFETEA-LU Estimated Apportionments for FY06 – FY09

The availability of local matches varies greatly between the Washington and Idaho communities in the UZA. With the creation of the Asotin County Public Transportation Benefit Area (PTBA), local sales tax proceeds provide a substantial and dedicated source of funding for public transportation. The 2006 PTBA budget shows sales tax revenue of over \$390,000 – more than enough to match all available 5307 funding. Such local option levies (e.g. sales or property taxes) for public transportation are not permitted in Idaho. Many urban areas, including Lewiston, have difficulties assembling adequate local matches from city and county general funding and local partners. Table 25 highlights revenue sources to cover the current Lewiston \$230,500 contract with Valley Transit. The \$142,000 of 5307 funds represents well less than half of the funding available to Lewiston.

**Table 4: Use of Transit Funding**

	Idaho	Washington
Asotin Co. Sales Tax		\$392,000
Lewiston & Nez Perce County	\$243,000	
Total Local Match Available <sup>1</sup>	\$243,000	\$392,000
Utilized FTA 5307 Funding <sup>1</sup>	\$243,000	\$140,000
Available FTA 5307 Funding <sup>2</sup>	\$387,000	\$199,500

<sup>1</sup>Source: Asotin County PTBA 2008 Budget and City of Lewiston estimates

<sup>2</sup>FTA estimated FY08 apportionments with prior year state splits

### Future Funding Alternatives

The following sections present two funding alternatives to provide constraints on potential transit service and capital plans. The first alternative is to maintain the current funding revenue sources. This scenario allows for expanded operations and additional capital projects in Asotin County but maintains current services in Lewiston. The second alternative assumes a growth in funding revenues in Lewiston, likely in the form of increased



franchise fees, to provide expansion of Lewiston services in conjunction with those in Asotin County. It is Lewiston's policy to require a vote to enact these increased taxes. Additional federal funding opportunities are detailed at the end of this section, but revenues from these sources are not built into service and capital options presented in this report. Many of these options require local matches, funding from currently constrained sources and/or competitive grant applications. Complete utilization of 5307 funding should be sought out before seeking these additional options.

### **Current Funding Alternative**

Continuation of current funding mechanisms allows for expansion of service in Asotin County, which has local revenues and realizable FTA Section 5307 grants in excess of current expenditure levels. However local revenues in Lewiston are falling short of current operation expenditures and do not provide for any capital investments.

The 2006 Asotin County PTBA budgets \$280,000 transit service expenditures relative to the current transit provider's services costing around \$258,000 per year. The budget also specifies \$300,000 for upcoming capital purchases. And as detailed earlier, roughly \$60,000 of additional 5307 funds are potentially available based on the mix of capital and operating expenditures. The Transit Project Chapter of this report details potential improvements available within this funding alternative. These improvements would be immediately available.

### **Growth Funding Alternative**

This scenario assumes an increase in local revenues for the Idaho component of the urban area. Roughly \$200,000 of FTA Section 5307 grant money is "left on the table" due to limited matching funds. Residents in Asotin County demonstrated the willingness to support public transportation via a dedicated sales tax increase. Current law prohibits similar local option levies in Idaho. Stakeholders from urban areas in Idaho have been working with the Idaho legislature to enable communities to seek a local levy to support public transportation, but progress in this area is unpredictable. One potential option is to increase the Avista franchise fee with some of the proceeds supporting public transportation. The utility pays this fee to access City right-of-way on public streets and applicable uses of the streets can utilize these fees. Estimates by City staff show that a nominal increase could raise \$200,000. This increase should be less than three percent and not require a citizen vote to ratify. Packaging funds for public transportation along with additional funding for road projects would only slightly increase the fee, but could facilitate adoption of the fee increase. Currently, there is no timeframe for such an approach. Funding mechanisms in Asotin County do not change with this alternative.

### **Additional Transit Funding Opportunities**

The purpose of this section is to explore additional federal funding sources that could be available in the Lewis Clark Valley to support expanded transit

services and help pay for capital improvements. Federal funding for transit systems is distributed primarily through the Federal Transit Administration (FTA). All recipients of federal funds must make certain certifications to the FTA, file regular reports and submit to periodic audits. Under SAFETEA-LU, some sources also require a human services transportation coordination plan. There are many funding sources under FTA's umbrella, but a select few form the bulk of available operating and capital assistance. Lewiston and Asotin County currently rely on FTA Section 5307 along with a limited number of local funding for ongoing operations and capital improvements. The other sources include:

- FTA Section 5309 – Bus, Bus Facility and New Starts Program
- FTA Section 5310 – Elderly and Disabled Program
- FTA Section 5311 – Rural and Small Urban Areas Program
- FTA Section 5316 – Job Access/Reverse Commute (JARC)

FTA Section 5317 – New Freedom Program (The New Freedom program provides formula funding for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services. Details are provided in section VI N below.

**TABLE 5: FY 2008 – FY 2011**

Key Number	Project Description	Funding Category	Estimated Cost	Project Sponsor	Year
09730	ITS Lewiston	IMP-CMAQ	461	Lewiston	2008
10055	Transit Operations	5307	240	Lewiston	2008
10056	Paratransit Operations	5307	32	Lewiston	2008
10057	Preventive Maintenance	5307	12	Lewiston	2008
10058	Planning	5307	21	Lewiston	2008
10059	Security	5307	4	Lewiston	2008
11516	Lewiston Partnership	Cong E/M Section 129	235.2	Lewiston	2008
10691	FY08 LCVMPPO Metro Planning		83	LCVMPO	2008
09754	Snake River Avenue Corridor Enhancements	IMP-ENH	780 102	Lewiston	2009
10470	Vacuum Sweeper Truck	IMP-CMAQ	178 1	Lewiston	2009
10696	FY09 LCVMPPO Metro Planning		84	LCVMPO	2009
10783	Transit Operations	5307	240	Lewiston	2009
10784	Paratransit Operations	5307	32	Lewiston	2009
10785	Preventive Maintenance	5307	12	Lewiston	2009
10786	Planning	5307	21	Lewiston	2009
10787	Security	5307	4	Lewiston	2009
09467	ITS Variable Message Sign Ph 1	IMP-Safety	893	ITD	2010
10486	West Lewiston Entrance Enhancement	IMP-ENH	349	Lewiston	2010
10701	FY10 LCVMPPO Metro Planning		84	LCVMPO	2010
10783	Transit Operations	5307	240	Lewiston	2010
10784	Paratransit Operations	5307	32	Lewiston	2010
10785	Preventive Maintenance	5307	12	Lewiston	2010
10786	Planning	5307	21	Lewiston	2010
10787	Security	5307	4	Lewiston	2010
11190	FY11 LCVMPPO Metro Planning		84	LCVMPO	2011
11340	Transit Operations	5307	240	Lewiston	2011
11341	Paratransit Operations	5307	32	Lewiston	2011
11342	Preventive Maintenance	5307	12	Lewiston	2011
11343	Planning	5307	21	Lewiston	2011
11344	Security	5307	4	Lewiston	2011
11198	FY12 LCVMPPO Metro Planning		84	LCVMPO	2012

**Washington State S. T. I. P.**  
**2009 to 2011**  
**(Project Costs in Thousands of Dollars)**  
*totals for years 2009 thru 2011*

Report Date - January 25, 2008

***Selection Criteria***

4 DIGIT TIP Year  
Agency Name  
City Name  
County Name  
MPO/RTPO  
Revision No.

MPO/RTPO : LCVMPPO  
County :  
Agency : WSDOT -

January 25, 2008

From:   
Environmental Status is:   
D/W Required:

To:   
STIP Amend. No.:   
Revision:

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**Washington State S. T. I. P.**  
**2009 to 2011**  
**(Project Costs in Thousands of Dollars)**

MPO/RTPO : NON/PALOU  
 County : Asotin Co.  
 Agency : Asotin

January 25, 2008

Func C/s	Project Identification	PIN No.	Local Proj. ID	Imp Type	Total Length	Start Date	Phase Data				Local/ State	Total
							Fund Code	Federal	Cost	Fund Code	State	Cost
07	Second Street Second Street From: Baumeister Repair and asphalt, replace sidewalks Environmental Status is: RW Required: No			06	0.4	3/1/2007	SCP		132		12	144
				CN					375		23	398
Project Total									507		35	542
STIP Amend. No.: Revision:												
07	2nd Half Second Street Second Street From: Filmore Repair and replace asphalt, replace sidewalks Environmental Status is: RW Required:			07	0.4							
	To: Washington SR 129											
				PE		3/12/2008	SCP		132		12	144
				CN					806		28	834
Project Total									938		40	978
STIP Amend. No.: Revision:												
07	First Street First Street From: Harding Street Resurface and add sidewalks Environmental Status is: RW Required: No			06	1.0							
	To: Appleford (new city limits)											
				PE		3/1/2009	SCP		132		12	144
				CN			SCP		672		38	710
Project Total									804		50	854

# Washington State S. T. I. P. 2009 to 2011 (Project Costs in Thousands of Dollars)

MPO/RTPO : NON/PALOU  
County : Asotin Co.  
Agency : Asotin

January 25, 2008

Func Cls	Project Identification	PIN No.	Local Proj. ID	Imp Type	Total Length	Start Date	Phase Data				Local/ State	Total
							Fund Code	Federal	Cost	Fund Code	State	Cost
07	Baumeister to Washington SR 129 Baumeister			06	0.8							
	From: Baumeister											
	To: Washington											
	Curb, gutter and sidewalk improvements											
	Environmental Status is:			PE	3/1/2009				36	SCP	4	40
	RW Required:			CN					1165	SCP	128	1293
Project Total									1201		132	1333
STIP Amend. No.: Revision:												
06	4th Street 4th Street			06	0.4							
	From: Harding											
	To: Wilson											
	Curb, gutter and sidewalk improvements								44	SCP	5	49
	Environmental Status is:			PE					842	SCP	94	936
	RW Required: No			CN								
Project Total									886		99	985
STIP Amend. No.: Revision:												
07	Restoration of Memorial Bridge Memorial Bridge			10								
	From:											
	To:											
	Restoration of bridge								54	SCP	6	60
	Environmental Status is:			PE					486	SCP	54	540
	RW Required: No			CN								
Project Total									540		60	600
STIP Amend. No.: Revision:												

**MPO/RTPO :** NON/PALOU  
**County :** Asotin Co.  
**Agency :** Asotin

January 25, 2008

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**Washington State S. T. I. P.**  
**2009 to 2011**  
**(Project Costs in Thousands of Dollars)**

MPO/RTPO : NON/PALOU  
 County : Asotin Co.  
 Agency : Asotin Co.

January 25, 2008

Func Cls	Project Identification	PIN No.	Local Proj. ID	Imp Type	Total Length	Start Date	Phase Data				Local/ State	Total
							Fund Code	Federal	Cost	Fund Code		
17	STIP Amend. No.: Revision:											
	06											
	Scenic Way Bicycle/Pedestrian Project											
	From: To:											
	Bicycle/pedestrian project											
	Environmental Status is: CE											
	RW Required: Yes											
				RW	5/1/2008	STP(E)		90		10	100	
				CN	3/1/2009	STP(E)		370		30	400	
	Project Total							460		40	500	
07	STIP Amend. No.: Revision:											
	03 1.03											
	Evans Road MP 0.00 to MP 1.03											
	Evans Road											
	From: 0.00 To: 1.03											
	Widen road to 28 feet, improve alignment and drainage											
	Environmental Status is: CE											
	RW Required: No											
				PE	1/1/2012	STP(R)		13	RAP	121	134	
				CN	3/1/2013	STP(R)		76	RAP	681	757	
	Project Total							89		802	891	
00	STIP Amend. No.: Revision:											
	Misc County Road and Safety Enhancement Projects											
	From: To:											
	Improve unspecified specific locations that constitute a danger to vehicles, pedestrians or bicyclists											
	Environmental Status is: CE											
	RW Required: No											
				PE	1/1/2008					25	25	
				CN	6/1/2008					75	75	
	Project Total									100	100	

STIP Amend. No.:  
 Revision:

STIP Amend. No.:  
 Revision:

STIP Amend. No.:  
 Revision:

**Washington State S. T. I. P.**  
**2009 to 2011**  
**(Project Costs in Thousands of Dollars)**

MPO/RTPO : NON/PALOU  
 County : Asotin Co.  
 Agency : Asotin Co.

January 25, 2008

Func Cls	Project Identification	PIN No.	Local Proj. ID	Imp Type	Total Length	Start Date	Phase Data				Local/ State	Total
							Fund Code	Federal	Cost	Fund Code	State	Cost
00	Public Transportation				22							
	From:											
	Public transportation											
	Environmental Status is:	CE		PE		1/1/2008	5307		191		191	382
	RW Required:	No										
	Project Total								191		191	382
STIP Amend. No.: Revision:												
00	Transit facility property acquisition				21							
	From:											
	Environmental Status is:	CE		RW			5309(Bus)		500		100	600
	RW Required:	Yes										
	Project Total								500		100	600
STIP Amend. No.: Revision:												
14	Fleishman Way/SR 129 Interchange Fleishman Way/SR 129			01	0.40							
	From: 0.00											
	To: 0.40											
	Modify interchange to improve/correct deficiencies. Funding has been secured for PE only.											
	Environmental Status is:	CE		PE					719		100	719
	RW Required:	Yes		RW					900		305	1000
				CN		3/1/2011	DEMO		4476			4781
	Project Total								6095		405	6500
STIP Amend. No.: Revision:												

**Washington State S. T. I. P.**  
**2009 to 2011**  
**(Project Costs in Thousands of Dollars)**

MPO/RTPO : NON/PALOU  
 County : Asotin Co.  
 Agency : Asotin Co.

January 25, 2008

Func Cls	Project Identification	PIN No.	Local Proj. ID	Imp Type	Total Length	Start Date	Phase Data				Local/ State	Total
							Fund Code	Federal	Cost	Fund Code	State	Cost
16	Highland Avenue Highland Avenue			03	0.50							
	From: 1.05											
	To: 1.55											
	Widen road to 40 feet, install curb, gutter, sidewalk, and storm drains, reconstruct with ACP											
	Environmental Status is: CE				CN	3/1/2008			670	AIP	146	816
	RW Required: Yes				CN	3/1/2008			146	PSMP	52	198
<b>Project Total</b>									<b>816</b>		<b>198</b>	<b>1014</b>
<b>Agency Totals for Asotin Co.</b>									<b>7335</b>		<b>1034</b>	<b>9987</b>

STIP Amend. No.:  
 Revision:

**Washington State S. T. I. P.**  
**2009 to 2011**  
**(Project Costs in Thousands of Dollars)**

MPO/RTPO : NON/PALOU  
 County : Asotin Co.  
 Agency : Clarkston

January 25, 2008

Func Cls	Project Identification	PIN No.	Local Proj. ID	Imp Type	Total Length	Start Date	Phase Data				Local/ State	Total
							Fund Code	Cost	Fund Code	State	Cost	
17	South 8th Street 8th Street From: Highland Ave Widen street, install curbs, gutter, sidewalks and drainage Environmental Status is: CE RW Required: No			03	0.25	1/1/2009					90 600	90 600
STIP Amend. No.: Revision:											690	690
Project Total											690	690
17	8th Street 8th Street From: Sycamore St Widen street, install curbs, gutters, sidewalks, and drainage Environmental Status is: CE RW Required: No			03	0.37						132 880	132 880
STIP Amend. No.: Revision:											1012	1012
Project Total											1012	1012
17	Libby Street Project Libby Street From: 6th Street Widen street, install curbs, gutters, sidewalks, and drainage Environmental Status is: CE RW Required: No			03	0.60						214 1426	214 1426
STIP Amend. No.: Revision:											1640	1640
Project Total											1640	1640

**Washington State S. T. I. P.**

2009 to 2011

(Project Costs in Thousands of Dollars)

**MPO/RTPO : NON/PALOU**  
**County : Asotin Co.**  
**Agency : Clarkston**

January 25, 2008

Func Cis	Project Identification	PIN No.	Local Proj. ID	Imp Type	Total Length	Start Date	Phase Data								
							Fund Code	Federal	Cost	Fund Code	State	Cost	Local/ State	Total	
17	12th Street Project 12th Street			07	0.65										
	From: Bridge Street														
	To: Chestnut Street														
	Prelevel and pave existing street														
	Environmental Status is:	CE													
	RW Required:	No													

**Detail by Fund Source  
Prioritization & Financial Feasibility  
of Federal Aid Projects by Year**

**Report Date - January 25, 2008**

***Selection Criteria***

4 DIGIT TIP Year

Agency Name

City Name

County Name

MPO/RTPO

Revision No.

**Prioritization & Financial Feasibility  
of Federal Aid Projects by Year**

January 25, 2008

Fund Source	Phase	Agency Project Title Description	Project ID Beginning Street/MP	Funds (Dollars in Thousands)		
				Federal	Local/State Ending Street/MP	Total
5309(Bus)						
	RW	Asotin Co. Transit facility property acquisition		500 To:	100	600
Total 5309(Bus)				500	100	600
DEMO						
	PE	Asotin Co. Fleshman Way/SR 129 Interchange Modify interchange to improve/correct deficiencies. Funding has been secured for PE only.	0.00	719 To: 0.40		719
Total DEMO				719		719
Local/State						
	CN	Asotin Second Street Repair and asphalt, replace sidewalks	Baumeister		398 To: Filmore	398
	CN	Asotin 2nd Half Second Street Repair and replace asphalt, replace sidewalks	Filmore		834 To: Washington SR 129	834
	CN	Asotin First Street Resurface and add sidewalks	Harding Street		710 To: Appleford (new city limits)	710
	CN	Asotin Baumeister to Washington SR 129 Curb, gutter and sidewalk improvements	Baumeister		1293 To: Washington	1293
	PE	Asotin 4th Street Curb, gutter and sidewalk improvements	Harding		49 To: Wilson	49
	CN	Asotin 4th Street Curb, gutter and sidewalk improvements	Harding		936 To: Wilson	936
	PE	Asotin Resoration of Memorial Bridge Restoration of bridge			60 To:	60
	CN	Asotin Resoration of Memorial Bridge Restoration of bridge			540 To:	540
	CN	Clarkston South 8th Street Widen street, install curbs, gutter, sidewalks and drainage	Highland Ave		600 To: City Limits	600
Total Local/State					5420	5420
STP						

**Prioritization & Financial Feasibility  
of Federal Aid Projects by Year**

January 25, 2008

Fund Source	Phase	Agency Project Title Description	Project ID Beginning Street/MP	Funds (Dollars in Thousands)		
				Federal	Local/State Ending Street/MP	Total
	CN	WSDOT - SC SR 129 Asotin Vicinity - Paving HMA overlay w/safety restoration	032.780	619 To: 036.220	9	628
<b>Total STP</b>				619	9	628
STP(U)	RW	Asotin Co. Fleshman Way/SR 129 Interchange Modify interchange to improve/correct deficiencies. Funding has been secured for PE only.	0.00	900 To: 0.40	100	1000
<b>Total STP(U)</b>				900	100	1000
<b>- Total All Fund Sources</b>				<b>2738</b>	<b>5629</b>	<b>8367</b>



**Prioritization & Financial Feasibility  
of Federal Aid Projects by Year 2007**

January 25, 2008

Fund Source	Phase	Agency Project Title Description	Project ID Beginning Street/MP	Funds (Dollars in Thousands)		
				Federal	Local/State Ending Street/MP	Total
Local/State						
	PE	Asotin Second Street Repair and asphalt, replace sidewalks	Baumeister		144 To: Filmore	144
Total Local/State					144	144
2007 - Total All Fund Sources					144	144

**Prioritization & Financial Feasibility  
of Federal Aid Projects by Year 2008**

January 25, 2008

Fund Source	Phase	Agency Project Title Description	Project ID Beginning Street/MP	Funds (Dollars in Thousands)		
				Federal	Local/State Ending Street/MP	Total
5307	PE	Asotin Co. Public Transportation Public transportation		191 To:	191	382
<b>Total 5307</b>				191	191	382
<b>Local/State</b>						
	PE	Asotin 2nd Half Second Street Repair and replace asphalt, replace sidewalks	Filmore		144 To: Washington SR 129	144
	PE	Asotin Co. Misc County Road and Safety Improve unspecified specific locations that constitute a danger to vehicles, pedestrians or bicyclists			25 To:	25
	CN	Asotin Co. Misc County Road and Safety Improve unspecified specific locations that constitute a danger to vehicles, pedestrians or bicyclists			75 To:	75
	CN	Asotin Co. Highland Avenue Widen road to 40 feet, install curb, gutter, sidewalk, and storm drains, reconstruct with ACP	1.05		1014 To: 1.55	1014
<b>Total Local/State</b>					1258	1258
<b>STP(E)</b>						
	RW	Asotin Co. Scenic Way Bicycle/Pedestrian Project Bicycle/pedestrian project		90 To:	10	100
<b>Total STP(E)</b>				90	10	100
<b>2008 - Total All Fund Sources</b>				<b>281</b>	<b>1459</b>	<b>1740</b>

**Prioritization & Financial Feasibility  
of Federal Aid Projects by Year 2009**

January 25, 2008

Fund Source	Phase	Agency Project Title Description	Project ID Beginning Street/MP	Funds (Dollars in Thousands)		
				Federal	Local/State Ending Street/MP	Total
Local/State						
	PE	Asotin First Street Resurface and add sidewalks	Harding Street		144 To: Appleford (new city limits)	144
	PE	Asotin Baumeister to Washington SR 129 Curb, gutter and sidewalk improvements	Baumeister		40 To: Washington	40
	PE	Clarkston South 8th Street Widen street, install curbs, gutter, sidewalks and drainage	Highland Ave		90 To: City Limits	90
Total Local/State					274	274
STP						
	PE	WSDOT - SC US 12/Alpowa Creek to Clarkston - Paving 2010 Region wide chip seal (BST)	424.990	85 To: 432.540	1	86
Total STP				85	1	86
STP(E)						
	CN	Asotin Co. Scenic Way Bicycle/Pedestrian Project Bicycle/pedestrian project		370 To:	30	400
Total STP(E)				370	30	400
2009 - Total All Fund Sources				455	305	760

**Prioritization & Financial Feasibility  
of Federal Aid Projects by Year 2010**

January 25, 2008

Fund Source	Phase	Agency Project Title Description	Project ID Beginning Street/MP	Funds (Dollars in Thousands)		
				Federal	Local/State Ending Street/MP	Total
Local/State						
	PE	Clarkston 8th Street Widen street, install curbs, gutters, sidewalks, and drainage	Sycamore St		132 To: Libby St	132
	CN	Clarkston 8th Street Widen street, install curbs, gutters, sidewalks, and drainage	Sycamore St		880 To: Libby St	880
Total Local/State					1012	1012
STP						
	CN	WSDOT - SC US 12/Alpowa Creek to Clarkston - Paving 2010 Region wide chip seal (BST)	424.990	575 To: 432.540	9	584
Total STP				575	9	584
2010 - Total All Fund Sources				575	1021	1596

**Prioritization & Financial Feasibility  
of Federal Aid Projects by Year 2011**

January 25, 2008

Fund Source	Phase	Agency Project Title Description	Project ID Beginning Street/MP	Funds (Dollars in Thousands)		
				Federal	Local/State Ending Street/MP	Total
DEMO						
	CN	Asotin Co. Fleshman Way/SR 129 Interchange Modify interchange to improve/correct deficiencies. Funding has been secured for PE only.	0.00	4476 To: 0.40	305	4781
Total DEMO				4476	305	4781
Local/State						
	PE	Asotin 2nd Street Washington to Harding Curb, gutter and sidewalk improvements	Washington	To: Harding	360	360
	CN	Asotin 2nd Street Washington to Harding Curb, gutter and sidewalk improvements	Washington	To: Harding	1681	1681
	PE	Clarkston Libby Street Project Widen street, install curbs, gutters, sidewalks, and drainage	6th Street	To: 13th Street	214	214
	CN	Clarkston Libby Street Project Widen street, install curbs, gutters, sidewalks, and drainage	6th Street	To: 13th Street	1426	1426
Total Local/State					3681	3681
2011 - Total All Fund Sources				4476	3986	8462

**Prioritization & Financial Feasibility  
of Federal Aid Projects by Year 2012**

January 25, 2008

Fund Source	Phase	Agency Project Title Description	Project ID Beginning Street/MP	Funds (Dollars in Thousands)		
				Federal	Local/State Ending Street/MP	Total
Local/State						
	CN	Clarkston 12th Street Project Prelevel and pave existing street	Bridge Street		600 To: Chestnut Street	600
Total Local/State					600	600
STP(R)						
	PE	Asotin Co. Evans Road MP 0.00 to MP 1.03 Widen road to 28 feet, improve alignment and drainage	0.00		13 To: 1.03	121 134
Total STP(R)					13	121 134
2012 - Total All Fund Sources					13	721 734

**Prioritization & Financial Feasibility  
of Federal Aid Projects by Year 2013**

January 25, 2008

Fund Source	Phase	Agency Project Title Description	Project ID Beginning Street/MP	Funds (Dollars in Thousands)		
				Federal	Local/State Ending Street/MP	Total
STP(R)	CN	Asotin Co. Evans Road MP 0.00 to MP 1.03 Widen road to 28 feet, improve alignment and drainage	0.00	76 To: 1.03	681	757
<b>Total STP(R)</b>				76	681	757
<b>2013 - Total All Fund Sources</b>				76	681	757
<b>Grand Total All Fund Sources</b>				8614	13946	22560

**SUMMARY**  
**Prioritization & Financial Feasibility**  
**of Federal Aid Projects by Year**

Report Date - January 25, 2008

***Selection Criteria***

4 DIGIT TIP Year

Agency Name

City Name

County Name

MPO/RTPO

Revision No.



**SUMMARY**  
**Prioritization & Financial Feasibility**  
**of Federal Aid Projects by Year**

January 25, 2008

Fund Source	Description	Funds (Dollars in Thousands)		Total
		Federal	Local/State	
5307				
	2008 Project Obligation Costs	191	191	382
	5307 Obligation Totals	191	191	382
5309(Bus)				
	Project Obligation Costs	500	100	600
	5309(Bus) Obligation Totals	500	100	600
DEMO				
	Project Obligation Costs	719		719
	2011 Project Obligation Costs	4,476	305	4,781
	DEMO Obligation Totals	5,195	305	5,500
Local/State				
	Project Obligation Costs		5,420	5,420
	2007 Project Obligation Costs		144	144
	2008 Project Obligation Costs		1,258	1,258
	2009 Project Obligation Costs		274	274
	2010 Project Obligation Costs		1,012	1,012
	2011 Project Obligation Costs		3,681	3,681
	2012 Project Obligation Costs		600	600
	Local/State Obligation Totals		12,389	12,389
STP				
	Project Obligation Costs	619	9	628
	2009 Project Obligation Costs	85	1	86
	2010 Project Obligation Costs	575	9	584
	STP Obligation Totals	1,279	19	1,298
STP(E)				
	2008 Project Obligation Costs	90	10	100
	2009 Project Obligation Costs	370	30	400
	STP(E) Obligation Totals	460	40	500
STP(R)				
	2012 Project Obligation Costs	13	121	134
	2013 Project Obligation Costs	76	681	757

**SUMMARY**  
**Prioritization & Financial Feasibility**  
**of Federal Aid Projects by Year**

January 25, 2008

Fund Source	Description	Funds (Dollars in Thousands)		Total
		Federal	Local/State	
	STP(R) Obligation Totals	89	802	891
STP(U)				
	Project Obligation Costs	900	100	1,000
	STP(U) Obligation Totals	900	100	1,000

# **STATE & LOCAL FUNDS SUMMARY**

## **Prioritization & Financial Feasibility of Federal Aid Projects by Year**

Report Date - January 25, 2008

### ***Selection Criteria***

4 DIGIT TIP Year

Agency Name

City Name

County Name

MPO/RTPO

Revision Number

**LOCAL SUMMARY**  
**Prioritization & Financial Feasibility**  
**State & Local Funding Portion**  
**Federal Aid Projects by Year**

January 25, 2008

Fund Source	Description	Funds (Dollars in Thousands)		
		State	Local	Non-Federal Total
	Project Obligation Costs	1,190	51	1,241
	2009 Project Obligation Costs	1		1
	2010 Project Obligation Costs	9		9
	Obligation Totals	1,200	51	1,251
AIP				
	2008 Project Obligation Costs	670	146	816
	AIP Obligation Totals	670	146	816
Local				
	Project Obligation Costs		800	800
	2008 Project Obligation Costs		301	301
	2009 Project Obligation Costs		120	120
	2010 Project Obligation Costs		1,012	1,012
	2011 Project Obligation Costs		1,945	1,945
	2012 Project Obligation Costs		600	600
	Local Obligation Totals		4,778	4,778
PSMP				
	2008 Project Obligation Costs	146	52	198
	PSMP Obligation Totals	146	52	198
RAP				
	2012 Project Obligation Costs	121		121
	2013 Project Obligation Costs	681		681
	RAP Obligation Totals	802		802
SCP				
	Project Obligation Costs	3,263	325	3,588
	2007 Project Obligation Costs	132	12	144
	2008 Project Obligation Costs	132	12	144
	2009 Project Obligation Costs	168	16	184
	2011 Project Obligation Costs	1,837	204	2,041
	SCP Obligation Totals	5,532	569	6,101